

TWO LINERS IN PORT WITH HAPPY AMERICANS

NIUW AMSTERDAM BRINGS 1934; IS HALTED BY BRITISH CRUISER

Two Blank Shots From the Essex Cause Liner Crowded With Americans to Turn—Persian Minister to Washington a Passenger.

NEW YORK GIRLS TELL OF MANY INDIGNITIES

The Niuew Amsterdam of the Holland-America Line docked at Hoboken at 9 o'clock last night, bringing 1,934 passengers, mostly American refugees from the European war zone. She left Rotterdam on August 8 and touched at Plymouth.

Her passengers were glad to be back in America and they will be satisfied to stay here for some time, according to their stories. Many of them had made perilous trips from the interior of Germany, and there were tales of hunger, arrests and loss of baggage. Three women said they were searched in Germany after having been stopped eighteen times in their attempt to get across the border into Holland.

"We were stopped in the North Sea by Dutch torpedo boats," said Capt. Baron, "near North Bitcher Lightship. This was at 9 A. M. on August 8, and forty minutes later we were halted with a shot from one of three British torpedo boats. We were allowed to proceed in each case when they were assured of our nationality. A British torpedo boat directed our course in the English Channel, and we went slow and had no trouble there. We flew the Dutch flag always and carried our usual lights."

Cruiser's Chase Begins.
"When we were off Plymouth a British officer examined our papers and then had to get permission from the port before we could land."

"We sighted the Mauretania at 9 A. M. on Thursday on the high seas. Her name was painted out and the entire vessel was painted black. She had only one mast head and side lights and two guns aft. I am sure this ship was the Mauretania."

At 5:30 yesterday morning, 370 miles from Ambrose Channel, the British cruiser Essex chased us. We were too fast for her, but she fired two blank shots and we turned, she signalled us to go ahead when she saw we were Dutch.

"We have on board 1,934 passengers. 647 in the first cabin, 421 in the second cabin and 866 in the steerage."

Capt. Baron believed many of the passengers' tales of hardships were exaggerated. There was one woman, he said, who said she had lost all her baggage save a little patch and yet she appeared with a new dress every day.

By far the strangest tale among the passengers was told by two young women who had been touring the Continent with a chaperon. They were Miss Katherine B. Schermerhorn of New York, Miss Yvra B. Schermerhorn of Providence, R. I., and Mrs. Conway Evans.

Stopped by Women Officers.
"We were in Berlin when the trouble started," said Miss Schermerhorn, who spoke for the three. "We left there on August 2 to motor to Hanover on our way to the Holland boat and home. We were stopped eighteen times before we finally crossed the border and once we were searched, even our clothing being removed by the women."

We reached Hanover safely, but at Gronau, beyond Hanover, we were arrested and our baggage was searched. There we received a permit to proceed and thought our troubles were over. But at Rhine, a small town further on, some Russian spies had just been arrested, and we were again suspected. More than a thousand persons, excited and gesticulating, crowded around our automobile, demanding our arrest. Our chaperon was arrested and our baggage was searched again. Finally we were allowed to go on.

But the climax came that night about 9 o'clock about fifteen minutes from the border of Holland in a small town—I have forgotten the name of it. We were stopped, taken to a hotel and questioned separately. Women officers came to our rooms and made us take off our clothing and all of it was thoroughly examined. We were held in custody all night.

"In the morning they finally decided that we were not spies. Then they were very courteous and allowed us to motor to the border. We were not allowed to drive across the border, but our baggage was set down on the German side and the automobile returned. The chauffeur helped us get our baggage across the border."

"Then, aside from travelling under congested traffic conditions, our troubles ceased. We finally got an automobile to take us to Amsterdam and caught this boat."

Security of Gold Coin.
Other passengers told of the impossibility of getting gold coin and said that nothing else was acceptable in Holland. One man said he paid \$2 for two cents in Dutch money, so that he could ride on the street car to the Holland-America Line dock.

Prayers for peace were offered on the Niuew Amsterdam Sunday by both Catholic and Protestant worshippers. A collection was taken among the first cabin passengers for the mother of a little Dutch boy who had broken his collarbone by falling from his berth. Another collection got three American women out of the steerage into the first cabin. There were others in the steerage who had money to pay for better accommodations, but there was no room.

The boat was crowded as she never had before, but there was no sleeping on mattresses except in the steerage. One man who had heard of the crowded conditions paid \$120 for a mattress in Rotterdam only to find that he did not need it aboard the Niuew Amsterdam. He sold it to a steerage passenger for \$1.50.

There was not too much to eat aboard the Niuew Amsterdam when she arrived, according to some of the passengers, but the officers denied that there was any shortage. Several passengers said that their rations had been cut during the last few days.

Persian Minister Arrives.
Murza Ali Kuli Khan, Persian Minister in Washington, was on board with his wife and family. He was highly elated at arriving safely and expressed himself as having been doubtful at one time regarding their journey.

"I was in Berlin the next day the war started and on the eve of the mobilization Berlin was in a turmoil. I went to see Ambassador Gerard at the American Embassy and he advised me to go to one of England. We caught the last train out of Berlin."

While I was in Berlin I had more than 400 francs in my pockets but I couldn't get a bite to eat for myself and family until I appealed to Mr. Gerard. He was very kind to me and he is showing splendid consideration for the highlanders. Americans in that city are being stranded. Berlin relatives and friends of persons in that city should have no fear for their safety. He has the situation well in hand and is taking care of every one."

Miss Gertrude G. Oscar Hunter.
Mrs. Emily Heaton.
The Hon. M. Heine.
Mrs. Ida Heine.
Mrs. Ida Heine.
F. Hencken.

W. von Izel J. J. Iiams.
Mrs. V. J. Iiams.
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A. M. Jackson.
Mrs. A. M. Jackson.
Mrs. I. Hardwick Jackson.
Norman Jaffe.
Mrs. Herman Jaffe.
Dr. Herman Jaffe.

F. E. Kaley.
Mrs. F. E. Kaley.
Mrs. H. Kaley.
Mrs. F. J. Kaufmann.
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1,668 REFUGEES IN ON LINER LACONIA

Cunarder Makes the Voyage From Liverpool by Extreme Northerly Course.

SAILED AS SCANDINAVIAN

Passengers Have Many Stories of Hardships and Thrilling Experiences of War.

With her upper decks and funnels painted black to resemble a Scandinavian liner the Cunard liner Laconia, which left Liverpool on August 8 with 1,668 passengers, reached this port yesterday. More stories of hardships were common among the tourists and vivid descriptions of the situation abroad were given by many.

The Laconia, after leaving Liverpool, took an extreme northerly course. When the ship was three days out Capt. Irvine ordered the crew to get out the paint brushes and give the liner a new dress. The funnels, formerly painted red, gleamed in a coat of black. A red band encircled each.

The buff color of the captain's bridge and the white superdecks and rigging were also blackened. Capt. Irvine kept a Norwegian flag in readiness to run up on the pole if a belligerent cruiser presented itself.

On August 10 the Laconia was hailed by the Aquitania, which has been transformed into a cruiser for patrol duty on the transatlantic route. The passengers reported that guns bristled from the decks and stern of the ex-Cunard liner and that she presented an exceedingly formidable appearance. No other war vessels were sighted during the trip.

Lawrence H. Armour of Chicago was in Franco, with his wife when war was declared. He said that Ambassador Page had been unjustly criticized by some of the stranded Americans, but in reality was doing splendid work for their relief. Mr. Armour added that the worst trouble in London was among the school teachers and women travelling alone.

Robert W. Williams, who accompanied his mother, Mrs. Huntington Williams of Baltimore, spoke of his experiences on the Continent. He said:

"At Boulogne we had to wait until a boat could be sent over from Folkestone. As there were already mines laid in the region of the Calais-Dover crossing, the boats from that service had been transferred to the Boulogne route, but there was, nevertheless, such a crowd that many of us had to wait. Fifty automobiles owned by English and Americans were waiting there to be taken over, but only nine of them were allowed on the boat."

Mrs. J. T. Harahan, widow of the president of the Illinois Central, was in St. Petersburg at the outbreak of war.

"I had sent my maid to Berlin," said Mrs. Harahan, "to look after some of my luggage. As soon as war was declared, I thought it best to get out of Russia. The train service was paralyzed, but I finally booked passage on a small boat which took me to Elbergh, Denmark. From there I sailed to Harwich, England, on a provision boat. I have lost all my luggage, and have not been able to learn anything about my maid."

John Zahn, a Zep.
Mrs. L. Zamanaky.
Miss A. Ziegner.

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Miss A. Ziegner.

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WILSON INSISTS ON PASSING WAR TAX

WASHINGTON, Aug. 17.—It became certain, following a conference between President Wilson and Representative Underwood to-day, that Congress will be kept in session indefinitely, if necessary, until a bill has been passed to raise revenues for the Government sufficient to make up the deficiency caused by the cut in customs incident to the war in Europe.

Every effort will be made to adjourn before the November election, but questions on political expediency will not dissuade the Administration from insisting on the passage of a revenue bill, even if consideration results in a merger of the current session with the one that will be begun on the first Monday in December.

The President told Mr. Underwood that in his opinion an emergency revenue bill was necessary, owing to the decline in commerce. Decision as to the time when the bill should be passed was left to the President.

Mr. Underwood frankly told the President that there was strong opposition in Congress to the enactment of revenue legislation before the December session. Mr. Underwood is said to have intimated that if the President wanted such legislation the Congress leaders would feel relieved if he would forward a message on the subject. Assurances were given that when the time comes to act the President will make a formal recommendation for the passage of an emergency revenue act.

The War's Effect on Food and Drink

is most severe on imported products.